

Appln. No. 10/807,088

Attorney Docket No. 10543-069

II. Remarks

Claims 1-5, 7, 9-13, 16, and 17 stand rejected. Claims 1 and 12 are being amended. Accordingly, after entering these amendments, claims 1-5, 7, 9-13, 16, and 17 remain pending.

As amended, claims 1 and 12 now recite a system and a method, respectively, for estimating body states of a vehicle by measuring two acceleration signals in each of two directions. Specifically, a first sensor and a second sensor measure the acceleration of the vehicle in a first direction, and a third sensor and a fourth sensor measure the acceleration of the vehicle in a second direction.

Reconsideration and re-examination of this application in view of the above amendments and the following remarks is herein respectfully requested.

Claim Objection

Claims 1 and 12 have been objected to for informalities. In response, both claims 1 and 12 have been amended for clarity. Accordingly, this claim objection is now moot, and the Applicant respectfully requests the withdrawal of the claim objection.

Claim Rejections - 35 U.S.C. §102(e)

Claims 1-5, 7, 9-13, 16, and 17 have been rejected under 35 U.S.C. §102(e) as being anticipated by U.S. 2005/0149240 to Tseng et al. (Tseng).



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Tseng discusses a system for controlling a safety system of a vehicle with multiple sensors. Specifically, Tseng's system includes a lateral acceleration sensor (32) that measures the acceleration of a vehicle in a first direction, a vertical acceleration sensor (35) that measures the acceleration of the vehicle in a second direction, and a longitudinal acceleration sensor (36) that measures the acceleration of the vehicle in a third direction. Hence, Tseng's system measures three orthogonal linear accelerations with respective acceleration sensors, along with three orthogonal angular rates with respective angular rate sensors, to determine the state of the vehicle.

Unlike Applicant's invention recited in amended claims 1 and 12, Tseng does not describe the use of a first sensor and a second sensor that measure the acceleration of the vehicle in a first direction and a third sensor and a fourth sensor that measure the acceleration of the vehicle in a second direction to calculate the body state of a vehicle.

Accordingly, since Tseng does not teach each and every element recited in claim 1 or claim 12, reconsideration of the rejections under 35 U.S.C. §102(e) and the allowance of amended claims 1 and 12 are respectfully requested.

Further, since claims 2-5, 7, 9-11, 13, 16, and 17 depend from claims 1 or 12, the reasons for allowance of amended claims 1 and 12 apply as well to the dependent claims.



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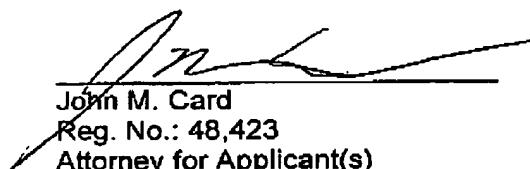
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Conclusion

In view of the above amendments and remarks, it is respectfully submitted that the present form of the claims (claims 1-5, 7, 9-13, 16, and 17) are patentably distinguishable over the art of record and that this application is now in condition for allowance. Such action is respectfully requested.

Respectfully submitted by,

Dated: June 30, 2006

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